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FOX

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EAGLE SCOUT HONORED . . . Dennis Kennedy, with Scoutmaster Robert Jones, (left), and his parents, Mr. and Mrs. E. L. Kennedy, 17516 Faysmith, received Eagle Scout award at recent court of honor held by Boy Scout Troop 242. He won award after completing religious requirement and winning merit badges in 24 areas of Scouting. Pastor Maynard V. Midthun, of the sponsoring Christ the King Lutheran Church, presented Pro Deo Et Patria awards to Scouts Rick D'Alola and Bob Jones at the meeting.

Arguments Cited

Accident Compensation Board Opponents Bring Up Big Guns

By VINCENT THOMAS
 Assemblyman, 68th District

“Don't hit them, it costs too much!” is a new warning slogan for auto owners now being frequently posted. It means, of course, that it is expensive, time consuming, and frequently painful for all parties involved to get on a collision course with a fellow motorist. But accidents will happen, and when one does, our legal machinery should be geared to take care of the matter as promptly and equitably as possible for all concerned.

You may recall my writing here about the study which the Senate Judiciary Committee is making of the proposal to set up an automobile accident compensation commission to take

Area Ministers To Hear YMCA Exec. Speak

The ministers of Torrance will meet at the South Bay Church of God on Yukon in North Torrance on Wednesday, Nov. 16 at 7:45 a.m. The speaker will be Doug Cannon from the Torrance YMCA.

He will speak and show colored slides on his recent trip to the International Youth Conference at Amsterdam where there were high school students from forty-eight countries in attendance.

The officers of the Protestant Ministers of Torrance are: The Rev. Bill Shatz of Seaside Community Evangelical and Reformed Church, president; The Rev. Maynard V. Midthun of Christ the King Lutheran Church, vice president; and The Rev. Gilbert Zimmerman of the First Methodist Church, secretary.

PROponents of such a commission argue for it on the basis of two principal reasons. First, such cases “clutter up” the courts, creating delay and congestion on all types of disputes. Second, the postponements or failures to recover any damages at all which result, cause economic hardship to many individuals.

These supporting arguments have recently been sharply attacked in material supplied to the Committee by opponents of the proposition. In addition, they have advanced other strong reasons for fighting it.

FIRST, ON THE question as to delays in the payment of claims, those against the idea say that no tardiness exists in the great majority of cases. For California, it has been established that about 80 per cent of all auto liability claims are settled without filing suit. Around 18 per cent are settled before going to trial, and only two per cent actually go to trial.

In about half of these cases, the plaintiff gets the verdict, so in the end only about one per cent of claimants for bodily injury settlements fail to recover from the insurance carriers.

AS TO DELAYS in court calendars, studies made by opponents of the proposal also tend to refute this charge by its defenders. In 1958 the average elapsed time from time of filing to trial in injury cases was about 9½ months.

In smaller counties the delay was under six months, but in the larger counties this figure was almost tripled. Since a six months lapse is not regarded as excessive, this latter fact means larger counties need more judges, it is said.

AN IMPARTIAL, well-documented study of four northern California counties last year shows that (1) automobile injury cases make up less than 16 per cent of all civil cases filed in those counties; (2) about the same percentage of judges' time is consumed on such cases; and (3) an average of less than two per cent of all public liability claims against insurance companies are still undisposed of one year after filing.

A similar study of disputed workmen's compensation claims show that those not involving permanent disability ratings take an average of less than three months to decide, but those which do, average 10½ months, almost four times longer. This fact is cited to prove that administrative agencies cannot always protect against delays.

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